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HONGKONG.

(Telephone No. 60.)  
Hongkong, 23rd July, 1889.

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**A. S. WATSON & CO., LIMITED,**  
THE HONGKONG DISPENSARY,  
Hongkong, China and Manila.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, AUGUST 7, 1889.

In an article dealing with the affairs of the Hongkong, Canton, and Macao Steamboat Company, Limited, published in our issue of July 20th, we commented as follows:—

"There was a time, and not so very long ago, when this flourishing business was chiefly regarded as a sound and useful commercial investment; the shares were widely circulated, and with the exception of one large holder, who had the credit of owning about two thousand shares, were generally held in small lots by all classes of the community. That time is not now; the preponderating influence of the levianth holder was bound to make itself felt, the grasping man of the unscrupulous share trafficker was quickly introduced, and during the next few years there have been as many 'rigs' and 'regurgitations' in connection with Steamboats as with any one of the most notorious gambling stocks in the list. The last (not the latest) move in this direction stands unsurpassed for barefaced audacity, alike in its conception and its successful carrying out."

"The modus operandi was simple and effective. The 'bulls' who are said to have been chiefly well-known Chinese speculators, are credited with having succeeded, by means we know not, in obtaining a pledge from a very large holder of the stock that he would not place any of his shares on the market, the said large holder thus becoming a sleeping partner in the projected 'corner.' The actual strength of this arrangement will best be understood when we state that more than one half of the Company's shares, according to current belief, are absolutely controlled by two individuals, one of whom is the gentleman who so obligingly promised to 'sit on' his shares and not spoil a good thing. The other person may have also been in the swim, but on that point we have no reliable knowledge. Singularly enough about this time a report got into circulation that the Directors, or some of them, had formed a project to increase the capital of the Company from \$200,000 to \$1,000,000, by the issue of forty thousand new shares of \$20 each, at a considerable premium. The truth of this report was soon placed beyond doubt, and although nobody with any pretensions to common sense could see the slightest necessity for the proposed increase of capital, its effect on the share market was startling. It was not quite clear in what way this new scheme was to

improve the position and prospects of the Steamboat Company, nor have we yet been able to recognize what beneficial influence it is likely to exert on the value of the shares; but anyway it very materially helped the ancient fraternity of 'bulls' in 'whooping up' the quotation from 123 to 185 per cent. premium, and in inducing the 'unwary' to rush in and buy for forward delivery at even much higher rates. A great authority, the same complacent gentleman who was perfectly well known that the scheme was almost universally condemned outside the magic circle and that the local banks had positively declined to finance the new scrip. The general conclusion was, and it seems to be justified, that the only possible result of the increased capital would be to benefit the two gigantic shareholders, who are also directors, at the expense of the rank and file, and to aid the enterprising Chinese gamblers and their associates in 'rigging' the share market. It is worthy of note that about this period the Hon. J. J. Kewick, of Messrs. Jardine, Matheson & Co., declined an acceptance of a share in the Company, and a Chinese gentleman, Mr. Poon Pong, who possesses exactly the same amount of influence over the Canton river traffic and exactly the same amount of knowledge of the management of a steamboat company as his co-directors,—that is to say none at all—was appointed to the vacancy. Mr. Poon Pong's directorship was a sop to Cerberus, a sort of left-handed concession to oblige the Chinese speculators already referred to, and to check-mate a threatened opposition on the Canton river under Celestial auspices. Well, the resolution to double the capital was duly carried and confirmed, and somehow the project has hung fire, but the quotation has not risen to 300 per cent. premium. This shows that even 'the ancients' are not always infallible. But quite a new phase has been lately introduced by an announcement that at an extraordinary meeting of shareholders to be held on August 3rd a special resolution 'that the Company may from time to time reduce its capital' will be brought forward. If the increase of capital was such an absolute necessity and advantage as set out by the Hon. Mr. Rixie on May 18th, when proposing the resolution, what is the use of this latest afterthought? It suggests pretty plainly either that the increase of capital project has been weighed in the balance and found wanting, or that it was originally brought forward for a certain purpose, and that purpose having been served, the time has arrived when arrangements are necessary that it may be decorously shelved at the first favorable opportunity."

The absolute accuracy of the foregoing remarks and inferences was clearly enough verified at the half-yearly meeting of shareholders in the Steamboat Company held on Saturday last. For some years past the meetings of this Company have unfortunately been associated with proceedings, initiated by the Directors and supported by their touts and toadies, of a character that is a discredit to the commercial morality of the colony. But we question if anything, not even the never-to-be forgotten and scandalous attempt of the man who was then Chairman of the Board and trustee of the shareholders to illegally dispose of the Company, to a well known local firm, can approach for audacity and bare-faced impudence the attempt made on Saturday by the Chinese speculators referred to above, aided and abetted by a prominent member of the Board and his ragtag and bobtail following, to maintain the scrip of the Company at the ridiculous rate it has, been quoted in the Share Market for weeks past. The mask was boldly thrown off, and Messrs. Sin Asin, Bellios & Co. succeeded in carrying a proposition abolishing the insurance of the Company's steamers. The ridiculous new issue of shares had quite failed to realise the sanguine anticipations of the Chinese speculators who had so cleverly rushed up the stock to ridiculous prices and "got left"; it was therefore necessary to find some new scheme to stop the decline which all the dodges of the "bulls" had failed to prevent, and this short-sighted insurance reform was the readiest means that could be availed of. Mr. Bellios is credited with having discovered this new method of economy, but strangely enough, although according to Mr. Sin Asin's motion, he lacked the courage to say a single word in its favor. Consistency is certainly not one of that gentleman's qualifications.

There are a few special points in connection with this meeting which call for some remark. We shall deal with them in the best of good humour, and let the "second-class Directors"—heaven bless their innocent hearts—down as lightly as possible. The Hon. PHINZAS RIXIE occupied the chair and introduced the Report and Statement of Accounts. The veteran invariably means well, his intentions, like his commercial honor, are always far above suspicion—which very few wholesale holders of directorships in this flourishing colony are—but he nevertheless seems to have lost that firm grip over business matters for which he was distinguished in former days. There would indeed appear to be very little doubt that the once dashing "Rixie" is becoming a mere cipher where he was once a leading figure, a feeble reflex of the sturdy old gentleman who had an opinion of his own and was never afraid to express. Times change! On Saturday Mr. RIXIE stated that, in his view, when a company's report was a good one the less said about it the better, and to show how much he actually believed in the proposition he had advanced, he then calmly proceeded, with rare consistency, to make a very lengthy oration, which, we think, reads very much like a special defence for high-rate insurances. But surely, after going so far, the worthy Chairman ought to have gone a little farther? By a reference to his friend Mr. BELLIOS, he evidently knew that another "plant" had been arranged, and that an attempt was to be made to completely overturn the business system under which the Steamboat Company has flourished for the last quarter of a century—and yet he merely indulged in purposeless generalities. If Mr. RIXIE

knew, and no doubt he did know, that a mine was to be sprung on the shareholders by Mr. BELLIOS and a combination of notorious Chinese share speculators, was it not his duty to clearly explain the position, and further to conduct the meeting in strict accordance with the Company's Articles of Association? The honorable gentleman did neither the one thing nor the other; he spoke very sensibly, no doubt, on the merits of marine insurance, but he gave no indication in his speech of the contemplated Sin-Bellios "boom," and utterly failed in his duty as Chairman to stop a discussion that was utterly irrelevant and to quash a proposition that is clearly invalid. Mr. RIXIE has certainly lost grip.

We like plain English, and always, when possible, prefer to call a spade by its right name. And we have no intention of putting on kid gloves to deal with Mr. E. R. BELLIOS and his Chinese associates. After the conclusion of the Report and Statement of Accounts' business, Mr. YU SUI WAN opened the ball for the clique by asking a question as to the insurance of the Company's steamers—a question which, at that state of the meeting, was out of order and ought not to have been answered, the more especially as the questioner had actually seconded the Chairman's proposition for the adoption of the Report and Accounts. But even after declaring the meeting closed, Mr. RIXIE actually allowed a discussion to take place, and a proposal to be put to the meeting and adopted which may result in serious consequences for the shareholders. Was the whole business quietly "squared" beforehand? Or, as it looks very much like it, let us go on. Mr. SIN ASIN or SIN TAK FAN—we don't know which is the gentleman's correct description, nor does it matter—then got on his hind-legs and made some idiotic reference to the Chairman's "masterly and impressive speech from an oratorical point of view," that jackass flight of hyperbole doubtless being carefully set down in the oration that had previously been prepared for the occasion. The fact that Mr. RIXIE's speech was neither masterly nor impressive, and from an oratorical point of view was absolutely beneath criticism, did not apparently matter to Mr. SIN ASIN; he had his task to get through, and like a dear old poll-parrot he meant to do it. And he did—as only a half-educated Chinese can when he attempts to explain to men of business matters with which he has only the most superficial acquaintance. Mr. SIN ASIN's cut-and-dried address—evidently concocted by some addle-headed solicitor who is not a lawyer—was about the weakest and most transparent piece of fudge that has ever been foisted on a public meeting in this colony. But it apparently served the end intended. A prospective saving (on paper) of \$30,000 per annum would naturally have the effect of increasing the value of the Steamboat Company's shares in the open market. Running uninsured vessels anywhere is admittedly a great risk, and one that no properly conducted public company would undertake, but in this movement all risks were gallily ignored, and for one purpose. It has been notorious in the colony for months past that the solicitors' office in which Messrs. SIN ASIN and YU SUI WAN are clerks or partners—or something else, has been the head-centre of Chinese speculation in shares, and that the jackdaw orator of Saturday has been one of the leading operators in several of the sensational "booms" which have so upset our commercial equilibrium. Will Mr. SIN ASIN deny that he had anything to do, either as agent or principal, with the "corner" in Steamboats so successfully rigged some three or four months ago? Will he also, now that he has posed as a public man, tell us for whose hand he is fighting so hard to drive the Steamboat Co.'s shares to a fictitious value before the end of the present month? If Mr. SIN ASIN cares to justify the position he took up on Saturday, either on his own behalf, or on behalf of the Chinese-Hebraic syndicate he apparently represented, we gladly offer him our columns for the very desirable explanations indicated in our remarks; and we also take this opportunity of congratulating Mr. E. R. BELLIOS on his new associates.

At present we do not propose to discuss the insurance question at length. A more favourable opportunity will very shortly arise. We may say, however, that of all the speakers on the subject at Saturday's meeting Mr. F. DODWELL was, in our opinion, the only one who got anything near a practical solution of the problem. "If we are to continue insuring," said that gentleman, "we must endeavour to do so at a cheaper rate." That is the keynote of the whole matter. To leave off insuring altogether would be suicidal, and to continue to pay such exorbitant rates as five and four-and-a-half per cent. is simply encouraging extortion. Any marine insurance agent that knows his business would gladly take a risk on such vessels as the *Honam*, *Powen*, and *Fatshan* at 2½ per cent; the other floating arks are not worth considering, as their aggregate value can only amount to a trifle, still a difficulty might arise as to the insurance of cargo when the ships are carrying their own risks. When Mr. SIN ASIN was holding forth about such rattle-traps as the *Kiuhing*, *White Cloud*, and *Kiang-chow* being "first-class risks" he was talking mere silly gabble, that had evidently been dictated by someone who knew as little about the subject as himself.

Who are the legal advisers of the Steamboat Company? Where were they and what were they doing on Saturday? We have preferred to briefly discuss the salient points of the discussion on the insurance question, as we think it advisable that the light of truth should be let in on proceedings which are only too open to suspicion; but the whole of these proceedings were simply waste of time. Mr. SIN ASIN was entirely out of order in bringing forward his resolution without due notice, and its adoption was illegal

and valueless. No 38 of the Articles of Association distinctly provides that no business other than such as is specified in the notice convening the meeting shall be transacted thereat. And this applies to every meeting held by the Company. No previous notice of Mr. SIN ASIN's proposal was given, and if the Chairman had performed his duty he would have stopped the discussion at the outset. When Mr. BELLIOS and his Chinese colleagues again bring forward their resolution, which they can do by requisitioning the Board for an Extraordinary Meeting, they will probably find shareholders prepared to fight them on their own ground, and with some prospects of success.

## **TELEGRAMS.** **THE NAVAL REVIEW.**

LONDON, August 6th.  
Owing to unfavorable weather the Naval Review has been postponed until Monday next.

## **MORE BUTCHERY IN EGYPT.**

General Grenfell has utterly routed the Dervishes at Wadeglami. Twelve Emirs and fifteen hundred Arabs were killed. [Where this massacre took place is the home of the Arabs, their native country, to them the desert spot on earth. And Christian England thanks God, from whom all blessings flow, etc. etc. What humbug!—Ed. Hongkong Telegraph.]

## **LUZON.** MADRID, July 26th.

The Civil Governor of Luzon, Sr. Miguel Fernandez, has been recalled.

## **LOCAL AND GENERAL.**

THE P. & O. S. N. Co.'s extra steamer *Shanghai*, from London, left Singapore for this port at 6 p.m. on the 5th inst.

ACCORDING to the Manila papers, information has been received there that cholera is raging in large districts in the north of China.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Bellerophon*, from Liverpool, left Singapore for this port yesterday afternoon, and is due on the 12th inst.

THE departure of the O. & O. S. S. *Gaelic* has been postponed until Monday next owing to the temporary withdrawal of the *City of New York* for repairs at San Francisco. The next steamer from here will be the *Belgic*, which will leave on the 10th September.

THE Spanish loan to the Philippines of fifteen million dollars, approved by the Government, but postponed on account of the scenes in the Senate, will carry interest at the rate of five per cent, and two per cent. on redemption by the Deposit Bank of Manila. The postponement will delay many much-needed works in the Philippines, but it is hoped that the loan will be completed next year.

AN inquest was held by Mr. H. E. Wodehouse at the Magistrate's office this afternoon to inquire into the cause of the death of an Indian constable, Peer Bhooy, P. C. No. 61, who died in the Government Civil Hospital on the 4th inst., apparently from blows given by two scavengers on the 19th ultimo. From the medical evidence adduced the deceased appeared to have met his death through some sort of cerebral complaint, probably inflammatory and the secondary result of a blow on the head. Mr. Wodehouse accordingly gave the finding that "Death resulted from the blow of a stone on the head, thrown at the deceased while engaged in arresting the prisoners."

CAPTAIN DEANE is coming back in November, rather to the surprise of those who said "Good-bye" to him last March. He will be welcome. His administration was not free from faults, but it was about as good as could be organised under the conditions here. Major-General Gordon has made a fairly efficient *locum tenens*, but his system paralyzes too much of the "soldier-pidgin." For instance, to-day at the Sikh camp the constable, on a fault by him, was made to patrol the Station compound with his rifle on his shoulder, just when the sun was at its hottest. No doubt he was a lazy rascal who deserved his punishment, but the punishment meted out was more likely to make him ill than improve his discipline.

AND still another "old China hand" gone over to the great majority. Captain Garreau, who died this afternoon at his residence in Jubilee Street, has for many years been well-known in Southern China. He served for a considerable time in the naval service of the Viceroy of Canton, and was credited with knowing as much as any man living of the coast of Hainan and the Gulf of Tonquin. As commander of Monsieur Roque's steamer *Namvian*, Captain Garreau traded for a number of years between Hongkong and Hainan, and it is not too much to say that his abilities as a first-class sailor, and his personal popularity, have never been surpassed. For some months past Captain Garreau has been seriously ill, and his death, at the comparatively early age of 43 years, was not unexpected. He was a gallant French gentleman who leaves numerous friends behind him. The funeral will take place to-morrow morning; friends are invited to meet the hearse at the Monument at 9 o'clock.

## **THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.**

The half-yearly meeting of the shareholders of this Company was held this afternoon at the offices, Queen's Road. Mr. W. G. Brodie (Chairman), presided, and there were present—Hon. C. P. Chatter, Messrs. W. H. Ray, T. E. Davies, D. Gillies, H. L. Woodin (Director), W. Legge, F. Dodwell, E. B. Jorey, C. A. Ozorio, A. Yockney, E. J. Coxon, A. Woolley, W. C. Murray, E. J. Hughes, Soares, Fredericks, O. Brandt, J. F. C. da Rosa, &c., and A. O'D. Gouldin (Secretary).

The Chairman having read the notice convening the meeting, I suppose we may take the report as read. The Directors would have wished to have placed these figures before you some time ago, but things, so far as accounts were concerned, were not at all in a good state when Mr. Becker got to Punjon, and it was part of his duty, besides his professional work, to get these books up, and it was a very hard duty, indeed, to him. Since he took them in hand—in fact some time ago—he has been able to send us the accounts which are now before you; they would have been then presented to you but there intervened the necessity of issuing new share capital and a good deal of work in the office here was the consequence. That, I may say, was the cause of at least two months' further delay. Mr. Becker has since been able to forward that department very considerably, and the accounts are now in very much better order, and I may tell you that the next half-yearly accounts will very likely be in your hands in from two to three months from now. The current accounts are going on satisfactorily, so that it is very unlikely you will have any future experi-

ence of this kind. I need scarcely go further into particulars as to the state of things at Punjon than as represented in this report, and as may be seen from the report, just put into your hands, unfortunately only to-day, as it should have arrived about forty-eight hours ago. But probably most of you will have had time to read it before coming here, and it gives a good deal of information about what I may call the present position of the mines, and shows a very fair condition of things. There has been a great deal of underground work going on at Punjon; they have driven more than a thousand feet of drives, as can be seen from this plan. This is only fifty feet, and there was no reason why we should not have found, even at that depth, rock of value and in places we have really had very good prospects. At the same time we very good have been deeper down by this time if we had had machinery, and we could only see that by driving. As it is we have got a good deal of information, and it is very probable indeed that when we do sink we shall know where to do so, and that is worth a good deal of money. I met an Australian very long ago who had been all round there and I said "We don't sink very far, and the fifty feet we have gone don't give us a very good case yet." He said "Oh! you may sink half a dozen shafts and not have that, and you will be very lucky, if you get it at the end, that we are not doing very badly. We have been opening workings, as you know, in spots at some distance from the mines; we do this to prospect the out-crop, and it is also necessary to work as much of our property as possible. Hence we are doing a good bit of shaft, and spending a good deal of money necessarily. These amounts appear in the account from time to time, and therefore are a little heavier, especially those with respect to Punjon mines. It is rather good, the experience, and as Mr. Becker says, mining experience has to be paid for. He is now at home, and I suppose it is very probable that new capital will be enlisted in the work, and in that case, well, there is no saying we may not have a brilliant future before us. I shall be very glad to answer any questions.

Mr. Woolley—I see in the report of Mr. Becker that he says certain portions of the property have been let out as planting concessions. May I ask what is the nature of these concessions, and if they are likely to bring in revenue to the Company?

The Chairman—They will bring in revenue, no doubt; he has made arrangements, as will be seen.

Mr. Woolley—You don't know what has been done?

The Chairman—No, Mr. Becker has not sent us any particulars; it was done only just immediately before he left. I should have been glad to have been able to give you any information, but we shall very soon have it, and then it will be put in your hands.

Mr. Legge—It is hardly worth while considering how far the report dates back, to ask any questions about it, but still I may ask one or two. In the second paragraph it says that the working account amounts to \$44,426, of which \$14,408 have been distributed at Sunghie Dua, mostly in advances to miners, and in stores and provisions for them, and it is hoped that most of this will be recovered from them. I should like to know whether this money was advanced to the miners with or without security?

The Chairman—It is not advanced to them individually, but through what they call the *mandorras*, that is to say townships, or headmen. They are responsible for it.

Mr. Legge—Then you have some security?

The Chairman—We have that nature of security; all the security, under the circumstances, we can get.

Mr. Legge—Do you think it is good security?

The Chairman—Fairly good.

Mr. Legge—We will pass over that then. In the assets you have "Manager at Punjon, \$4,222," do I understand that the manager is owed that or owes us?

The Chairman—It is as manager that he owes it. It would have been better inserted in the cash-in-hand account.

Mr. Legge—Has he that money in hand?

The Chairman—Yes, that has been accounted for in subsequent accounts.

Mr. Legge—We have no subsequent accounts. The Chairman—It has been accounted for—we are satisfied with the accounts. In proof of it they are our possession. It is only a balance in hand. We have to send him \$5,000 at a time, with a guard, as it would be very expensive sending him weekly remittances in a place which it takes so long to reach. The Government protects our remittance, and we have to pay for the guard.

Mr. Legge—Why don't you give me a straight answer to a straight question?

The Chairman—Yes, that he had done so as distinctly directly, and correctly as it was possible to do so.

Mr. Legge—I suppose it would be quite fair to ask whether we have only a report up to the 30th December last.

The Chairman—Were you here then?

Mr. Legge—Yes.

The Chairman—Then I really can't say more. We are powerless to compel men to do their duty at Punjon, and it takes a considerable time to communicate with them if there is anything wrong with the accounts—sometimes it is two months before we get an answer.

Mr. Legge—But this is nearer nine months—

The Chairman—Very true, but new capital has been raised and fresh men engaged, and the accounts have been postponed—the work of preparing them was postponed.

Mr. Legge—You say very likely in two or three months we shall get the accounts up to June?

The Chairman—I don't think there is any doubt about it. I assure you the accounts are in hand now up to March.

Mr. Legge—Well, now we will come right down to the present day. You have a new capital of \$200,000, fully subscribed, I believe?

The Chairman—All but \$68.

Mr. Legge—May I ask what disposition has been made of that capital? I don't want actual details.

The Chairman—\$35,000 have been spent out of the \$200,000 up to now.

Mr. Legge—Did you say now, in speaking to the Secretary, that some of it was spent on account of a new launch?

The public that telegrams (ways, or frequently, come mutilated?)

The Chairman—They have come so twice. Mr. Legge—What did you do with them?

The Chairman—We kept them—you can see them. If there is anything worth knowing I dare say you will know it as soon as anyone else.

Mr. Legge—You used the word "probably" very very often indeed in your address; of course I understand that it is a matter of probability whether things will turn out right or wrong, but whether successful or unsuccessful such references as you made to that Australian gentleman are nothing to go by. We want facts, not probabilities.

The Chairman—Oh! well, that was merely an opinion.

Mr. Brandt—I see that the tin mining concessions in Sunghie Dua are being worked practically now; are any earnings appearing in the present half-year?

The Chairman—Well, we hope they will now.

Mr. Brandt—But at present there are no actual earnings?

The Chairman—There are some, but they are not very important.

Mr. Brandt—As I read the report I understand that you intend to go on energetically with the development of these concessions?

The Chairman—Yes.

Mr. Brandt—Can you tell us how many Chinese you have at work at the present time?

The Chairman—Only about fifty, because the man who has taken charge has not been there more than a month—perhaps two; he only went up after Mr. Becker left.

Mr. Brandt—Do you intend to attract a good many more Chinese?

The Chairman—Yes; we intend to get a good many there.

Mr. Brandt—Then there are prospects that during the present half-year there will be some earnings from that source. There are quick returns.

The Chairman—Yes, Mr. Watson has got some good returns from his own place. These being all the questions, he then moved the adoption of the report.

Mr. Dodwell seconded, and it was passed. That concluded the business.

## **THE CHINESE CLUB ROBBERY.**

At the Police Court this morning before Mr. H. E. Wodehouse, six Chinese, four of which answered to the names of Lai Kiu, Kung Yung, Mr. Po, and Chun Kai, and two others were charged on remand for robbing the Chü Hing Loong Club, No. 78 Guttaif Street. There were produced three rusty daggers, and a few large rolls of papers connected with *Chi-fa* and *Pak-kap-pia* lotteries. These had been found on the premises at the time the prisoners were arrested. The first witness called was Lo Kwai who said:—

I am the accountant of the Chü Hing Loong Club and the man who reported the robbery at the Police Station. On the night of the 5th instant, four of the prisoners, numbering in the dock one, two, three and four, in Company with several others took ten men in all, came at a little after seven o'clock and displaying swords and firearms commenced to snatch money from the table at which a game of *Pai Kow* was then going on. The money \$46 being taken, the whole gang started down stairs. I am also a shareholder in the Club. These prisoners are members of a disreputable house called Kwang Kee at Upper Lascar Row. The first, second and third prisoners are members of Kwang Kee. They said so themselves. I never saw them until the night of the robbery. I do not recognize the fifth and sixth prisoners, nor can I recognize any of those of the gang that escaped. I recognize the first four because they kept guard over me with swords. The men did not stay longer than a quarter of an hour. They took nothing more with them. Three were armed with swords and one had a revolver. No one prisoner had the revolver. The other three had swords. The rest of the gang were unarmed. They said that they only came to "Po Tai" or take their revenge. Those who had swords said so. We did not understand what was meant by that. That was all that was said by them. The prisoners were then asked if they had anything to say in defence of this charge. The third and fourth prisoners said that the charge was a false one as none of them belonged to Kwang Kee. The second prisoner said "we have but lately arrived in Hongkong and do not belong to Kwang Kee."

The next witness called was Fung Wa Chuen, he said—I was a draper in Canton but am now general manager of the Chü Hing Loong Club, No. 78 Guttaif Street. On the evening of the 5th, shortly after 7 o'clock, some robbers came while we were playing *Pai Kow* on the first-floor of the house. I was acting as banker in the game. The robbers came armed with two swords and fire arms. There were about eight or ten men. There is no third storey to our building. They rushed into the room while we were playing *Pai Kow*. When they came, they displayed their arms; the first prisoner was armed with a revolver, but the second, third and fourth had swords with them. The first prisoner on entering the room, called out, "Fok! Ch'eng ah!" or Rob away comrades, and the others commenced to snatch at the money lying on the table. We did not even move. There were \$46, lying then on the table. The money belonged to the Club. As soon as they had snatched the money, they commenced to run down the staircase. As soon as the robbers had gone I sent a *fok* at once to report at the station. The men all ran away together. These four prisoners that were armed kept guard over two of us, the rest of the company had run away in flight. There were only two of us belonging to the club then there, shall be able to identify the rest of the gang. I see them again. I recognize the first four prisoners, but I can not tell the fifth and sixth. These four men ran away with those who had laid hands on the money. Those who snatched at the money ran away first. These four prisoners went last. I have seen the first prisoner before, but not the others. I am sure I have seen the first prisoner somewhere on Queen's Road. I have not seen the others before.

These were the only witnesses for the Club. Wong Ching, P. C.



Today's  
Advertisements.

## NOTICE.

THE arrangement by which Mr. ALEXANDER DUEER was to become a member of our Firm is hereby cancelled.

H. & J. SAMPSON.  
Hongkong, 7th August, 1889. [99]

## NOTICE.

THE INTEREST AND RESPONSIBILITY of the late Mr. EDWARD J. NOWROJEE MEHTA and of Mr. SHAPURJEE FRAMJEE MEHTA in our Firms at Hongkong and Canton ceased and determined on and from the 30th day of June, 1888.

E. N. MEHTA & Co.  
Hongkong, 6th August, 1889. [994]

THE INTEREST AND RESPONSIBILITY of the Undersigned, in the Firms of Messrs. MEHTA & Co., of Hongkong, Amoy, Foochow, and Taiwan, ceased and determined on and from the 30th day of June, 1888.

E. N. MEHTA & Co.  
Hongkong, 7th August, 1889. [995]

WANTED at once a NURSE or NURSERY GOVERNESS, to take entire charge of Two Children aged 6 and 4.

Apply to "G." Care of this Office.  
Hongkong, 7th August, 1889. [1002]

## Intimations.

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that the STATUTORY MEETING of the above Company will be held at the General Managers' Office, No. 9, Queen's Road Central, Hongkong, on THURSDAY, the 8th August, 1889, at 4 o'clock.

REUTER, BROCKELMANN & Co.  
General Managers.  
Hongkong, 1st August, 1889. [970]

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

EDUARD SCHELLHASS & Co.,  
Agents.  
Hongkong, 6th August, 1889. [992]

HONGKONG RIFLE ASSOCIATION.

THE KWON KWAN YEEN CHALLENGE CUP.

THE First competition for the 1st Stage, will take place next SATURDAY, the 10th August, at 3.15 P.M., under the Conditions already notified.

The entrance fee for this stage only is 30 cents or for the two stages is 60 cents must be sent to me before 5 P.M., on FRIDAY next, the 9th instant.

The second stage will be shot off on Saturday, the 17th instant.

A. SHELTON HOOPER,  
Hon. Secretary,  
c/o Hongkong Club.  
Hongkong, 3rd August, 1889. [958]

NOTICE.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that the CERTIFICATE for 55 SHARES in this Company numbered 3558, and standing in the name of Mr. C. P. CHATER in the register, is MISSING and that unless the said Certificate be produced and proof of Ownership lodged with the Undersigned by the 16th August, 1889, a NEW CERTIFICATE will be issued for the Shares.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 2nd August, 1889. [906]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per cent. and BONUS of 2 per cent. or \$1.80 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 6th instant.

Shareholders are requested to apply at the office of the Company for warrants.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.  
Hongkong, 3rd August, 1889. [983]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 18, Bank Buildings, Queen's Road, Hongkong, on TUESDAY, the 20th August, 1889, at 2 O'CLOCK P.M., the objects and business of which meeting will be to submit for confirmation the special resolutions passed at the meeting held this day.

By Order of the Board,  
T. ARNOLD,  
Secretary.  
Hongkong, 3rd August, 1889. [986]

THE EAST BORNEO PLANTING COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the CALL of \$15 (FIFTEEN DOLLARS) a SHARE, due prior to the 25th February last, is now being made, and SHAREHOLDERS are requested to pay to the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before the 16th day of August next, the amount due from them.

GIBB, LIVINGSTON & Co.,  
General Agents.  
Hongkong, 15th July, 1889. [889]

THE SONGEI KOYAH PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association and Prospectus of the above Company, SHAREHOLDERS are hereby notified that a CALL of \$15 (FIFTEEN DOLLARS) a SHARE, is payable to the HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 16th day of August next.

GIBB, LIVINGSTON & Co.,  
General Managers.  
Hongkong, 25th July, 1889. [890]

REMOVAL.

MRS. BOHM'S PRIVATE BOARDING RESIDENCE has been REMOVED to No. 8, Queen's Road Central, opposite TELEGRAPH OFFICE.

Hongkong, 27th July, 1889. [932]

THE THEOBALD J. COLLACO.

COMMODIOUS FIVE-ROOMED HOUSE in Largo do Senado, Macao, with Bath-room, Cook-houses and Servants' Quarters. Furnished throughout with English, American, and Chinese-made furniture.

Apply to THEOBALD J. COLLACO.  
Macao, 7th August, 1889. [1001]

## Intimations.

A. G. GORDON & Co., LIMITED.

THE STATUTORY GENERAL MEETING of the above Company will be held in the Company's Office, 1, Pedder's Street, on MONDAY, the 12th August, 1889, at 4 O'CLOCK P.M.

A. G. GORDON,  
General Manager.  
Hongkong, 2nd August, 1889. [978]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 24th day of August, current, at 12 O'CLOCK NOON for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1889.

By Order of the Court of Directors,  
G. E. NOBLE,  
Chief Manager.  
Hongkong, 1st August, 1889. [971]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the 10th to SATURDAY, the 24th day of August (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
G. E. NOBLE,  
Chief Manager.  
Hongkong, 1st August, 1889. [972]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE Certificate of 50 Shares in this Company numbered 1298/1317/2941/3, 10,221, 7556, 2705/2717, 11,314, 2437/2445, Standing in the Register in the name of Dr. A. S. GOMES, having been LOST, notice is hereby given that a New Certificate for the said 50 Shares will be issued fourteen days hence, and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.

D. GILLIES,  
Secretary.  
Hongkong, 6th August, 1889. [991]

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....Tls. 1,000,000

CAPITAL PAID-UP.....Tls. 600,000

BOARD OF DIRECTORS:

J. S. PURDON, Esq., Chairman, of Messrs. MAHLAND & Co.

H. R. HEARN, Esq., of Messrs. ALFRED DENT & Co.

E. J. HOGGE, Esq., Manager the HONGKONG AND SHANGHAI BANKING CORPORATION.

A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE of LAND, BUILDINGS, &c.

PROPERTIES bought and sold.

ESTATES MANAGED and all kinds of LAND AGENCY and COMMISSION business conducted.

GIBB, LIVINGSTON & Co.,  
Agents.  
Shanghai, 19th July, 1889. [938]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000.

PAID UP CAPITAL.....2,500,000.

RESERVE FUND.....1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Managing Directors.

E. A. SOLOMON, Esq., Vice-Chairman.

J. S. MOSES, Esq.

S. C. MICHAELSEN, Esq.

G. E. NOBLE, Esq.

LEE SING, Esq.

POON PONG, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties bought and sold.

ESTATES MANAGED and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.

A. SHELTON HOOPER,  
Secretary.  
Victoria Buildings,  
Shanghai, 3rd May, 1889. [932]

THE SHARE LIST WILL CLOSE ON SATURDAY, THE 10th INSTANT, AT 1 P.M.

THE PEAK RESIDENCES, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCES, 1855 to 1886.

CAPITAL.....\$250,000

DIVIDED INTO 10,000 SHARES OF \$25 EACH.

Payable \$5 on Application, \$10 on Allotment, and the balance as required in instalments of not more than \$5.

Shares taken up by the Vendors.....4,000

Shares now offered to the public.....6,000

Total.....10,000

DIRECTORS:

CHAIRMAN: JOSEPH W. NOBLE, Esq.

\* E. JONES HUGHES, Esq.

\* C. L. GORHAM, Esq.

\* FUNG WA CHUN, Esq.

\* CHEONG KAI, Esq.

\* Joins after allotment.

Applications for Shares will be received until the 10th day of August, 1889, and must be made on the proper form for that purpose and forwarded to the Chartered Bank of India Australia and China together with the amount payable on application.

Prospectuses and share forms may be had of the Bankers or at the Offices.

BANKERS: CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

SOLICITOR: ARTHUR BERNARD RODYK, Esq.

OFFICE (Pro. Inv.) 2, D'AGUIAR STREET, Hongkong, 27th July, 1889. [932]

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON: BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

A.C.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR, BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT FLYMOUTH I.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "THAMES," Captain W. A. Seaton, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on SATURDAY, the 10th August, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 30th July, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKEING CARGO AND-PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"PORT FAIRY,"

2530 Tons Register, Clark, Commander, will be despatched for VANCOUVER, B.C., via NAGASAKI (through the INLAND SEA) KOREA & YOKOHAMA, on THURSDAY, the 15th August, at NOON.

To be followed by the S.S. "ARVINSINIA," on the 20th August and S.S. "BATAVIA" on the 12th Sept.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria.....(Mex.)\$210.00

To all Common Ports in Canada } 275.00

and the United States } 320.00

To Liverpool.....320.00

To London.....320.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 14th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 1st August 1889. [93]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 13th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....\$725.00

To San Francisco and return.....937.75

available for 6 months.....393.75

To Liverpool.....320.00

To London.....320.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.  
Hongkong, 6th August 1889. [93]

## Mails.

OCCEIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKEING CARGO AND-PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on MONDAY, the 26th August, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return.....293.75

available for 6 months.....325.00

To Liverpool.....325.00

To London.....325.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.  
Hongkong, 7th August 1889. [93]

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 28th day of August, 1889, at 4 P.M., the Company's Steamship "PREUSSEN" Captain O. Fohle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m., on the 28th of August, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office).

Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 6th August 1889. [94]

NOTICES OF FIRMS.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. REUBEN GUBBAY in our Firm Ceased from this date.

BENJAMIN & DANBY.

Hongkong, 1st August, 1889.

WITH Reference to the above I have this day established myself as a SHARE and GENERAL BROKER on my own account.



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—182 per cent. premium, buyers.  
 Union Insurance Society of Canton—\$100 per share, buyers.  
 China Traders' Insurance Company—\$81 per share, buyers.  
 North China Insurance—11s. 30 per share, buyers.  
 Canton Insurance Company, Limited—\$140 per share, buyers.  
 Yangtze Insurance Association—11s. 100 per share, buyers.  
 On Tai Insurance Company, Limited—11s. 150 per share, buyers.  
 Hongkong Fire Insurance Company—\$385 per share, sellers.  
 China Fire Insurance Company—\$85 per share, sellers.  
 Hongkong and Whampoa Dock Company—84 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$270 per share, sellers.  
 China and Manila Steam Ship Company—137½ per share.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$240 per share, nominal.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 Indo-China Steam Navigation Company, Limited—5 per cent. div., ex. div., sellers.  
 Douglas Steamship Company—\$83 per share, sellers.  
 China Sugar Refining Company, Limited—\$284 per share, sellers.  
 Luen Sugar Refining Company, Limited—\$113 per share, sellers.  
 Hongkong Ice Company—\$124 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$16 per share, buyers.  
 A. S. Watson & Co., Limited—\$22 per share, sellers.  
 Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$150 per share, sellers.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Punjani and Sunghie Tin Samantan Mining Co.—\$20 per share, sales and buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$190 per share, ex. div., sellers.  
 Tongkah Coal Mining Co.—\$600 per share, sellers.  
 The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.  
 The East Asiatic Company, Limited—\$50 per share, sellers.  
 The Sze Hai Tong Planting Co., Ltd.—\$50 per share, buyers.  
 Cruickshank & Co., Ltd.—\$40 per share, nominal.  
 The Steam Laundry Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.  
 The China-Banco Co., Ltd.—\$50 per share, buyers.  
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
 The Green Island Cement Co. (Old issue)—\$45 per share, buyers.  
 The Green Island Cement Co. (New issue)—\$14 per share, buyers.  
 The Hongkong Land Investment Co., Ltd.—\$138 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$71 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$30 per share, buyers.  
 The West Point Buildings Co., Ltd.—\$53 per share, buyers.  
 The Peak Hotel and Trading Co., Ltd.—\$45 per share, buyers.  
 The Lubuk Planting Co., Ltd.—\$17 per share, buyers.  
 The Jelebu Mining and Trading Co., Ltd.—\$71 per share, sellers.  
 The Selama Tin Mining Co., Ltd.—\$4 per share, sellers.  
 The Shamen Hotel Co., Ltd.—\$8 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$25 per share, sellers.

**EXCHANGE.**  
 ON LONDON.—Bank, T. T. 3/01  
 Bank Bill, on demand 3/01  
 Bank Bill, at 30 days' sight 3/01  
 Bank Bill, at 4 months' sight 3/11  
 Credits at 4 months' sight 3/11  
 Documentary Bills, at 4 months' sight 3/11  
 ON PARIS.—Bank, T. T. 72  
 Bank Bill, on demand 72  
 Credits at 4 months' sight 3/90  
 On Demand 225  
 ON SHANGHAI.—Bank, T. T. 72  
 Bank Bill, on demand 72  
 Private, 30 days' sight 73

**EXPORT CARGOES.**  
 Per Dresden, str., for Hamburg/London.—10 cases Merchandise. For Genoa.—25 boxes Essential Oil, 2 cases Staranised and Cassia, and 13 packages Tea from Foochow. For Buenos Ayres.—9 cases Curio, and 11 cases Silks from Canton. For Bremen.—18 cases Sundries, 55 packages Tea, 566 rolls Matting, 1 case Tiger Skins, 39 bales Feathers, 3,432 packages Tea from Foochow, and 11 cases Cigars from Manila. For Hamburg.—35 packages Cases, 10 boxes Paper, 100 packages Fire Crackers, 2 boxes Silks, 1 box Joss Sticks, 124 cases Merchandise 20 cases Essential Oil, 557 bales Feathers, and 5 cases Cigars from Manila. For Bremen/Hamburg.—30 bales Rattan Shavings, 200 packages Rattan, 135 bales Feathers, and 130 rolls Matting. For Amsterdam.—52 cases Merchandise. For New York.—12 rolls Matting. For London.—15 cases Merchandise, and 3 rolls Matting. For Port Said.—10 cases China and Glassware. For Antwerp.—41 bales Feathers, 34 cases Merchandise, 7 cases Cotton, 6 cases Chinaware, and 504 bales Tobacco from Manila. Per Merionethshire, str., for London.—4,227 boxes Tea, 87,498 lbs. Congou, 8,201 boxes Tea, 172,221 lbs. Scented Capers, 20 packages Cases, and 7 packages Sundries. For London and/or Hamburg.—299 packages Cases. For Hamburg.—22 packages Nails.

## OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul .....\$600  
 (Allowance, Tails 80).  
 NEW PATNA, (without choice) per chest .....\$517½  
 NEW PATNA, (first choice) per chest .....\$520  
 NEW PATNA, (bottom) per chest .....\$527½  
 NEW PATNA, (second choice) per chest .....\$527½  
 NEW BENARES, (without choice) per chest .....\$528  
 NEW BENARES, (bottom) per chest .....\$530  
 NEW BENARES, (best quality) per picul .....\$550  
 OLD PERSIAN (best quality) per picul .....\$475  
 OLD PERSIAN (second quality) per picul .....\$475

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Irondaddy*, with the French mail of 12th ultimo, left Singapore on the 7th instant at 5.30 a.m., and may be expected here on or about the 13th.

**THE AMERICAN MAIL.**  
 The O. & O. S. S. Co.'s steamer *Gastie*, with mails, &c., from San Francisco to the 20th ult., left Yokohama on the 7th instant, and may be expected here on or about the 13th.

**THE INDIAN MAIL.**  
 The steamer *Japan*, from Calcutta, left Singapore on the 3rd instant, and is due here on the 9th.

**THE CANADIAN MAILS.**  
 The Canadian Pacific steamer *Abysinia*, with the Canadian mails, left Vancouver on Friday afternoon, the 26th ultimo, for Japan and Hongkong.

The Canadian Pacific steamer *Port Fairy*, with the Canadian mails of the 16th ultimo, left Yokohama on the 1st instant, and is due here on the 9th.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Diomed*, from Liverpool, left Singapore on the 1st instant, and is due here on the 7th.  
 The P. & O. S. N. Co.'s extra steamer *Nizam*, from Bombay, left Singapore on the 5th instant, and is due here on the 11th.  
 The P. & O. S. N. Co.'s extra steamer *Shanghai*, from London, left Singapore on the 5th instant at 6 p.m., and is expected here on the 11th.  
 The Ocean Steamship Co.'s steamer *Bellerophon*, from Liverpool, left Singapore on the 6th instant, and is due here on the 12th.

## Shipping.

**ARRIVALS.**  
 FUSUKI MARU, Japanese steamer, 1,119, P. J. C. Franck, 6th August.—Kutchinotsu and August, Coal.—Mitsui Bussan Kaisha.  
 ACTIVA, German steamer, 389, Wulff, 6th Aug.—Iloilo 2nd August, Ballast.—Wielers & Co.  
 GOALPARA, British steamer, 1,355, E. C. Russell, 7th August.—Java, and Singapore 31st July, General.—Jardine, Matheson & Co.  
 VERONA, British steamer, 1,676, Speck, 7th August.—Yokohama, and Nagasaki, Mails and General.—P. & O. S. N. Co.  
 NAMOA, British steamer, 863, F. D. Goddard, 7th August.—Fochow 4th August, Amoy 5th, and Swatow 6th, General.—D. La-praik & Co.  
 KWANGLEE, Chinese steamer, 1,508, Lancaster, 7th August.—Whampoa 7th August, General.—C. M. S. N. Co.  
 CHINA, German steamer, 1,093, P. Hays, 7th August.—Iloilo 3rd August, Ballast.—Chinese.  
 FEILUNG, British steamer, 994, Jas. Price, 7th August.—Swatow 6th August, General.—Jardine, Matheson & Co.  
**DEPARTURES.**  
 August 6, *Fortuna*, Siamese bark, for Shanghai.  
 August 6, *Johann*, German str., for Hoihow.  
 August 7, *Nanzing*, British str., for Manila.  
 August 7, *Don Juan*, Spanish str., for Amoy, &c.  
 August 7, *Kutang*, British str., for Swatow, &c.  
 August 7, *Benlarig*, British str., for Kobe, &c.  
 August 7, *Peking*, German str., for Shanghai.  
 August 7, *Independence*, German str., for Saigon.  
 August 7, *Dunbar*, Danish bark, for Fochow.  
 August 7, *Alutina*, German str., for Hoihow.  
 August 7, *Westmuth*, British steamer, for Yokohama.

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**REPORTS.**  
 The British steamship *Goalpara* reports that she left Java, and Singapore on the 31st ultimo. Had fine weather and smooth sea.  
 The British steamship *Fushiki Maru* reports that she left Swatow on the 6th instant at 6.15 p.m. Had light east-north-east wind and fine weather throughout the passage; arrived here at 1 p.m. on the 7th.  
 The Japanese steamship *Fushiki Maru* reports that she left Kutchinotsu on the 2nd instant at 5 a.m. Had moderate to light south-east wind and clear weather with heavy south-east and southerly swell to Turnabout, which was rounded on the 5th at 3 a.m.; from there to port had light variable wind and occasionally rain showers; arrived here on the 6th at 6 a.m.  
 The British steamship *Namoa* reports that she left Foochow on the 4th instant. Experienced moderate north-east winds and fine weather to Amoy. Left Amoy on the 5th, and Swatow on the 6th. From Amoy to Swatow had light north-east winds and fine weather. From Swatow to port had light variable winds and fine weather. The steamship *Tartar* left Foochow on the 4th for Australia. In Foochow, the steamships *Taiyuan*, *Pekili*, and *Alutina* left. In Amoy, the steamships *Formosa*, *Namchow*, *Chiyen*, *Duburg*, *Gluckburg*, and Chinese revenue cruiser *Lingfeng*. In Swatow, the steamships *Felling*, *Winchow*, and *Fidelo*.

## Post Office.

**A MAIL WILL CLOSE.**  
 For Straits and Bombay.—Per *Blagno*, to-morrow, the 8th instant, at 11.30 a.m.  
 For Shanghai.—Per *Glenagles*, to-morrow, the 8th instant, at 11.30 a.m.  
 For Straits Settlements.—Per *Ventila*, to-morrow, the 8th instant, at 11.30 a.m.  
 For Shanghai.—Per *Kwangliu*, to-morrow, the 8th instant, at 3.30 p.m.  
 For Straits and London.—Per *Menzelau*, to-morrow, the 8th instant, at 4.30 p.m.  
 For Amoy and Manila.—Per *Zafra*, to-morrow, the 8th instant, at 4.30 p.m.  
 For Hongkong.—Per *Marie*, to-morrow, the 8th instant, at 5.00 p.m.  
 For Swatow, Amoy, & Fochow.—Per *Namoa*, on Friday, the 9th instant, at 9.30 a.m.

For Sandakan, Kudat, and Labuan.—Per *Mennon*, on Saturday, the 10th instant, at 10.30 a.m.  
 For Europe, &c., India, via Bombay.—Per *Thames*, on Saturday, the 10th instant, at 11.00 a.m.  
 For Straits, Colombo, Bombay, & Trieste.—Per *Orion*, on Saturday, the 10th instant, at 10.30 p.m.  
 For Yokohama, and San Francisco.—Per *City of Rio de Janeiro*, on Tuesday, the 13th instant, at 0.30 p.m.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ACTIVA, Danish steamer, 355, Revisebeck, 4th August.—Pakhoi 30th July, and Hoihow 3rd August, General.—Arnhold, Karberg & Co.  
 ASHINGTON, German steamer, 809, Zindel, 5th August.—Iloilo 31st July, Ballast.—German & Co.  
 BISAGNO, Italian steamer, 1,499, W. Federer, 31st July.—Bombay 11th July, and Singapore 25th, General.—Melchers & Co.  
 CITY OF RIO DE JANEIRO, American steamer, Wm. Ward, 2nd August.—San Francisco 8th July, and Yokohama 27th, Mails and General.—P. M. S. S. Co.  
 DORIS, German steamer, 771, F. Bossen, 3rd August.—Touzon 30th July, and Hoihow 2nd August, General.—Wielers & Co.  
 FALKENBURG, German steamer, 988, T. Bartels, 30th July.—Saigon 26th July, Rice and General.—Melchers & Co.  
 FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.  
 GENERAL WERDER, German steamer, 1,820, M. Eichel, 31st July.—Yokohama 21st July, Kobe 25th, and Nagasaki 27th, Mails and General.—Melchers & Co.  
 GHAEZE, British steamer, 1,764, A. Scotland, 6th August.—Kobe 2nd August, Coals and General.—Gibb, Livingston & Co.  
 GLENKAGLES, British steamer, 1,834, Park, 5th August.—London 25th June, and Singapore 30th July, General.—Jardine, Matheson & Co.  
 HAIPHONG, British steamer, 1,122, Harris, 2nd August.—Fochow 30th July, Amoy 31st, and Swatow 1st August, General.—D. La-praik & Co.  
 HASSIA, German steamer, 1,225, O. Plasse, 29th July.—Cardiff 13th June, Coals.—Melchers & Co.  
 MARIE, German steamer, 704, C. W. Hundewaldt, 5th August.—Haiphong 3rd August, Rice.—A. R. Marty.  
 MENELAUS, British steamer, 1,263, R. Nelson, 4th August.—Nagasaki 30th July, General.—Butterfield & Swire.  
 MEXIMON, British steamer, 990, Dorff, 6th August.—Sandakan 2nd August, General.—Captain.  
 MENMUT, British steamer, 1,268, P. Helms, 5th August.—Sydney, and Queensland Ports 12th July, Coals and Beche-de-mer.—Russell & Co.  
 MILLFIELD OF WHITBY, British steamer, 1,409, Chas. Kirby, 6th August.—Cardiff 21st June, Coal.—Borneo Co.  
 MONSIEUR, British steam-yacht, 118, W. Judd, 28th July.—Southampton 18th April, Ballast.—Captain.  
 ORION, Austro-Hungarian steamer, 1,833, B. Vidos, 4th August.—Trieste 10th June, and Singapore 29th July, General.—D. Sasjoon, Sons & Co.  
 PAKSHAN, British steamer, 835, E. F. Stovel, 5th August.—Bangkok 30th July, General.—Hop Hing Hong.  
 PILDT FISIT, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.  
 TIVERTON, British steamer, 1,743, R. White, head 15th June.—put back.—Adamson, Bell & Co.  
 VENETIA, British steamer, 1,551, R. W. B. Haselwood, 3rd August.—Nagasaki 30th July, General.—P. & O. S. N. Co.  
 ZAFIRO, British steamer, 675, A. McCaslin, 6th August.—Manila 3rd August, General.—Russell & Co.

**SAILOING VESSELS.**  
 AGEMOR, American ship, 1,414, John H. Frost, 25th May.—New York 28th Dec., Kerosene Oil.—Reuter, Brockelmann & Co.  
 ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June.—New York 4th Dec., Petroleum.—Order.  
 AMPHITRITE, German ship, 1,814, A. Bovept, 10th July.—Cardiff 6th March, Coal.—Order.  
 AUSTRALIA, British bark, 959, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Melchers & Co.  
 CHARKER, American ship, 1,370, D. S. Goodell, 28th June.—San Diego, Cal., 18th April, Ballast.—Russell & Co.  
 COMET, German ship, 1,663, R. Krippner, 21st July.—Cardiff 15th March, Coals.—Melchers & Co.  
 CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.  
 CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June.—New York 28th Feb., Kerosene Oil.—Reuter, Brockelmann & Co.  
 ENKORONG, Chinese bark, 457, Uplum Examination bulk, Stoncutters' Island.—Chinese Customs.  
 GUSTAV OSCAR, German bark, 1,352, M. Leemann, 4th July.—Cardiff 25th Feb., Coal.—Melchers & Co.  
 HAYDN BROWN, British bark, 821, C. H. Havener, 21st July.—Iloilo 17th July, Ballast and Sapanwood.—Captain.  
 HEDVIG, British bark, 376, N. S. Soderman, 3rd August.—Tientsin 6th July, Bones.—Butterfield & Swire.  
 IRENE, American ship, 467, James W. Yates, 11th July.—Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.  
 IYON, French bark, 564, F. Reynier, 7th June.—Honolulu 20th April, General.—Melchers & Co.  
 JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June.—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.  
 MABEL TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June.—Cardiff 6th December, Coal.—Melchers & Co.  
 MARTHA DAVIS, American bark, 832, Pendleton, 13th June.—Tientsin 28th April, Ballast.—Russell & Co.  
 NARWHAL, British ship, 1,327, Weston, 4th June.—Kobe 12th May, Coal.—Adamson, Bell & Co.  
 OMEGA, British bark, 480, Brown, 2nd August.—Yokohama 4th June, Ballast.—Order.  
 OSCAR MOORE, German bark, 360, C. Boysen, 3rd August.—Koching 15th July, Coal.—Chinese.  
 RICHARD PARSONS, American bark, 1,116, W. F. Thordike, 7th June.—Newcastle 17th April, Coal.—Wielers & Co.  
 SEA WITCH, American ship, 1,289, Chas. H. Tabbot, 1st July.—Newcastle, N.S.W., May 21st, Coal.—Captain.  
 SOFIA, Spanish schooner, 526, C. Sobrido, 14th July.—Atimou (Manila) 21st June, General.—Order.  
 VELOCITY, British bark, 490, R. Martin, 20th May.—Honolulu 28th March, General.—Reuter, Brockelmann & Co.  
 VIOLENT, American ship, 1,721, Wm. H. Gould, 2nd July.—Amoy 30th June, Kerosene Oil.—Russell & Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Preussen	Bremen	August 7th	Melchers & Co.
Diomed	Liverpool	August 7th	Butterfield & Swire.
Port Fairy	Vancouver	August 7th	Adamson, Bell & Co.
Calcutta	Calcutta	August 10th	D. Sasjoon, Sons & Co.
Namoa	Bombay	August 11th	P. & O. S. N. Co.
Shanghai	London	August 11th	P. & O. S. N. Co.
Bellerophon	Liverpool	August 12th	Butterfield & Swire.
Gaelic	San Francisco	August 13th	O. & O. S. S. Co.
Irondaddy	Marseilles	August 14th	Messageries Maritimes.
Abysinia	Vancouver	August 24th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DISTINCTION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Thames	P. & O. S. N. Co.	Aug. 10th, at noon.
London, via Suez Canal	Menelaus	Butterfield & Swire.	To-morrow, at 5 p.m.
London, via Suez Canal	Prometheus	Butterfield & Swire.	Aug. 10th.
Marseilles, via Saigon, &c.	Yangtze	Messageries Maritimes.	Aug. 15th, at noon.
Bremen, via Ports of Call.	Preussen	Melchers & Co.	Aug. 28th, at 4 p.m.
Genoa, via Bombay, &c.	Bisagno	Austro-Hung. Lloyd's Co.	To-morrow, at noon.
Trieste, via Straits, &c.	Benlawer	Gibb, Livingston & Co.	About Aug. 15th.
New York, via Suez Canal	City of Rio de Janeiro	O. & O. S. S. Co.	Aug. 13th, at 1 p.m.
San Francisco, via Y'hama	Gaelic	Adamson, Bell & Co.	Aug. 28th, at 1 p.m.
Vancouver, H.C., via K. &c.	Port Fairy	Gibb, Livingston & Co.	Aug. 13th, at 4 p.m.
Sandakan, Kudat, &c.	Mennon	Butterfield & Swire.	At-must 10th.
Yokohama, via Nag., &c.	Verona	P. & O. S. N. Co.	Aug. 10th, daylight.
Yokohama, Kobe, &c.	General Werder	Melchers & Co.	About Aug. 8th.
Kobe and Yokohama	Benlarig	Gibb, Livingston & Co.	About August 7th.
Nagasaki	Propontis	Mitsui Bussan Kaisha.	About August 13th.
Singapore	Veneta	Butterfield & Swire.	To-morrow, at noon.
Tientsin	Sungkiang	Melchers & Co.	Quick despatch.
Shanghai, via Amoy	Diomed	Butterfield & Swire.	Aug. 9th, at 1 p.m.
Shanghai, via Amoy	Bellerophon	Butterfield & Swire.	Aug. 14th.
Manila, via Amoy	Zafiro	Russell & Co.	To-morrow, at 5 p.m.
Haiphong	Marie	A. R. Marty	Aug. 9th, daylight.
Pakshan	Pakshan	Hop Hing Hong	To-morrow, at 8 a.m.
Coast Ports	Namoa	Douglas Lapinik & Co.	Aug. 9th, at 10 a.m.

## Intimations.

**INTIMATION.**  
**F. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS  
 No. 11, Praya Central,  
 (Opposite Pedder's Wharf).  
**SOLE AGENTS.**  
**RAHTJEN'S**  
**GENUINE**  
**COMPOSITION**  
 FOR THE BOTTOMS OF IRON SHIPS  
 CARBOLINEUM AVENARIUS  
 PRESERVATIVE AGAINST  
 ROTTING, DECAY, &c., OF WOOD.



**SAPOLIO.**  
 ENOCH MORGAN'S SON'S  
**SAPOLIO**  
 FOR GENERAL CLEANING PURPOSES.  
 CHR. MOTZ & Co., BORDEAUX CLARETS.  
 MAX HAASEN'S FRANKFURT ON M.  
 CONSERVED MEATS,  
 VEGETABLES AND FRUIT.  
 CEMENT from the celebrated Factory of Hem-moor.  
 SWEDISH TAR and OREGON PINE  
 LUMBER.  
 FLENSBURG STOCKBEER.  
 ENGINEERS' and BLACKSMITHS'  
 MACHINERY and TOOLS.  
 EVERY KIND OF  
 SHIP'S STORES and REQUISITES  
 ALWAYS IN STOCK  
 AT  
**REASONABLE PRICES.**  
 ALL KINDS OF  
**COALS**  
 SUPPLIED AT THE SHORTEST NOTICE  
 Hongkong, 26th June, 1889. [82]

**NOTICE.**  
**JEY'S SANITARY COMPOUNDS**  
 COMPANY, LIMITED.  
 JEY'S WOOD PRESERVER OR  
 ANTISEPTIC PAINT.  
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.  
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, and  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co.,  
 Bank Buildings.  
 Hongkong, 19th June, 1888. [72]

**NOTICE.**  
**HONGKONG & WHAMPOA**  
**DOCK COMPANY,**  
**LIMITED.**  
 SHIPMASTERS AND ENGINEERS  
 are respectfully informed that, if upon their arrival in this HARBOUR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.  
 In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
 D. GILLIES,  
 Secretary.  
**HONGKONG TIMBER**  
**YARD, WANCHAI.**  
 OREGON PINE SPARS and LUMBER  
 Always on Hand.  
 L. MALLORY.  
 Hongkong, 26th June, 1889. [78]

**Dr. Knorr's**  
**ANTIPYRINE.**  
 (Dose for Adults 15 to 25 grains troy).  
 IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.  
 Supplies constantly on hand at JUSTUS LEMBEKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!  
 Hongkong, 20th May, 1889. [339]

**FOR SALE, WHOLESALE AND RETAIL.**  
**WATERBURY WATCHES,**  
 the Handiest, Cheapest, and Best Timekeepers in the World.  
 \$3. PRICE THREE DOLLARS EACH \$8  
 REPAIRS NEVER EXCEED 50 CENTS for each Watch.  
 Orders from Outports to be accompanied with Remittance for Cost.  
 THE MITSUI RUSSIAN KAISHA, (Sole Agents in Japan and China for the Sale of the above Watches), 10, QUEEN'S ROAD CENTRAL, Opposite Marine House.  
 Hongkong, 20th August, 1888. [813]

**G. FALCONER & CO.,**  
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
 NAUTICAL INSTRUMENTS, CHARTS and BOOKS.  
 No. 48, Queen's Road Central. [742]

**CHS. J. GAUPP & CO.,**  
 CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.  
 CHARTS and BOOKS.  
 Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voltaire and Schenker's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
 No. 2, Queen's Road Central. [734]

**FOR SALE.**  
**AT WHOLESALE PRICES.**  
**SACCONES' SHERRY; PORT, CLARET, HOCK, BRANDIES, WHISKIES, MACHINERY, GAS ENGINES, SINGERS' SEWING MACHINES, SCALPES, PAINTS, OILS, and WARMERS, and TRICYCLES, SODA WATER MACHINERY, JEY'S SANITARY COMPOUNDS.**  
 Apply to  
 W. G. HUMPHREYS & Co.,  
 Bank Buildings.  
 Hongkong, 19th June, 1888. [761]

**THE STEAM LAUNCH COMPANY, LIMITED.**  
**NOTICE.**  
 FOR the greater convenience of the public, arrangements are now completed for the Office of the Company to remain open until Midnight, and Sundays, where Launches can be obtained upon application to the Comptroller who is in charge.  
 Launches always kept under Steam off Pedder's Wharf, and are at the service of the public for proceeding to and from any Vessel in Harbour.  
**SCALES OF CHARGES.**  
 Day Service. Night Service.  
 1st Class. 2nd Class. 3rd Class. 1st Class. 2nd Class. 3rd Class.  
 For First Hour ..\$3 ..\$2 ..\$1  
 For Second Hour ..\$2 ..\$1 ..\$0.50  
 For Every Sub-sequent Hour ..\$1 ..\$0.50 ..\$0.25  
 Rates for Picnic, Shooting, Bathing, Private parties, towing Vessels and Cargo Boats, for excursions to Macao, Canton, or other places, may be arranged at the Company's Office, Pedder's Street, Praya.  
 A. G. GORDON,  
 Secretary.  
 Hongkong, 17th July, 1889. [865]

will be Messrs. Lafayette Republic may be for the Far East. Subscribers letters, papers, Messrs. AM services will inquirers.  
 HONGKONG COM  
**COMMENCING**  
**DAY,**  
**RUNNING**  
 in ac time table.  
 Hongkong, 26th J  
 MACE

**HONGKONG**  
**WAYS CO**  
**TIMB**  
**WEE**  
 8 to 10 A.M. every  
 12 to 2 P.M. every  
 4 to 8 P.M. every  
**THU**  
**NIGHT TR**  
**SU**  
 10.40 A.M.; 12 to 2  
 4 to 8 P.M. every  
 9 to 10.15 P.M. every  
 Special Cars may to the Superintendent. Single Tickets are 50 Cents. Reduced Coupons and Reduced Fares.  
 Hongkong, 1st May, 1889.

**A. G. GORDON**  
**LIMIT**  
**ENGINEERS, LA**  
**GENERAL</**



## Commercial.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—182 per cent. premium, buyers.  
 Union Insurance Society of Canton—\$100 per share, buyers.  
 China Traders' Insurance Company—\$81 per share, buyers.  
 North China Insurance—11s. 3/4 per share, buyers.  
 Canton Insurance Company, Limited—\$140 per share, buyers.  
 Yangtze Insurance Association—11s. 100 per share.  
 On Tai Insurance Company, Limited—11s. 150 per share.  
 Hongkong Fire Insurance Company—\$385 per share, sellers.  
 China Fire Insurance Company—\$85 per share, sellers.  
 Hongkong and Whampoa Dock Company—84 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$720 per share, sellers.  
 China and Manila Steam Ship Company—137 1/2 per share.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$240 per share, nominal.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 Indo-China Steam Navigation Company, Limited—5 per cent. dis. ex. div., sellers.  
 Douglas Steamship Company—\$83 per share, sellers.  
 China Sugar Refining Company, Limited—\$284 per share, sellers.  
 Lason Sugar Refining Company, Limited—\$113 per share, sellers.  
 Hongkong Ice Company—\$124 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$16 per share, buyers.  
 A. S. Watson & Co., Limited—\$22 per share, sellers.  
 Chinese Imperial Loan of 1884 B—2 1/2 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$150 per share, sellers.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Punjani and Sunghie Doo Saimantan Mining Co.—\$30 per share, sales and buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$190 per share, ex. div., sellers.  
 Tongkoo Coal Mining Co.—\$600 per share, sellers.  
 The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.  
 The East Borneo Planting Co., Limited—\$50 per share, sellers.  
 The Sogrei Kynah Planting Co., Ltd.—\$50 per share, buyers.  
 Cruickshank & Co., Ltd.—\$40 per share, nom.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.  
 The China-Borneo Co., Ltd.—\$50 per share, buyers.  
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
 The Green Island Cement Co. (Old Issue)—\$45 per share, buyers.  
 The Green Island Cement Co. (New Issue)—\$14 per share, buyers.  
 The Hongkong Land Investment Co., Ltd.—\$138 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$71 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$30 per share, buyers.  
 The West Point Buildings Co., Ltd.—\$53 per share, buyers.  
 The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.  
 The Labuk Planting Co., Ltd.—\$17 per share, buyers.  
 The Jebeu Mining and Trading Co., Ltd.—\$71 per share, sellers.  
 The Selama Tin Mining Co., Ltd.—\$4 per share, sellers.  
 The Shamnoon Hotel Co., Ltd.—\$8 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$25 per share, sellers.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/01  
 Bank Bills, on demand 3/01  
 Bank Bills, at 30 days' sight 3/01  
 Bank Bills, at 60 days' sight 3/01  
 Credits at 6 months' sight 3/11  
 Documentary Bills, at 4 months' sight 3/11

ON PARIS.—Bank, T. T. 3/01  
 Bank Bills, on demand 3/01  
 Credits, at 4 months' sight 3/01  
 On Demand 3/01

ON SHANGHAI.—Bank, T. T. 73  
 Private, 30 days' sight 73

## EXPORT CARGOES.

Per *Druid*, str., for Hamburg/London, 10 cases Merchandise, 25 boxes Silesia, 25 boxes Essential Oil, 2 cases Silesia, and 13 packages Tea from Foochow. For Buenos Ayres, 9 cases Curio, and 11 cases Silesia from Canton. For Bremen, 18 cases Silesia, 55 packages Tea, 566 rolls Matting, 1 case Tiger Skins, 30 bales Feathers, 3,435 packages Tea from Foochow, and 11 cases Cigars from Manila. For Hamburg, 35 packages Cane, 10 boxes Paper, 500 packages Fire Crackers, 2 boxes Silesia, 1 box Joe's Silesia, 12 cases Merchandise, 20 cases Essential Oil, 557 bales Feathers, and 5 cases Cigars from Manila. For Bremen/Hamburg, 30 bales Rattan, 200 packages Rattan, 135 bales Feathers, and 130 rolls Matting. For Amsterdam, 32 cases Merchandise. For New York, 12 rolls Matting. For London, 15 cases Merchandise, and 3 rolls Matting. For Port Said, 16 cases China and Glassware. For Antwerp, 41 bales Feathers, 32 cases Merchandise, 7 cases Colors, 6 cases Chinaware, and 504 bales Tobacco from Manila. Per *Merioneth*, str., for London, 4,227 boxes Tea, 87,408 lbs. Congou, 8,201 boxes Tea, 19,221 lbs. Scented Caper, 20 packages Cane, and 7 packages Sundries. For London and/or Hamburg, 209 packages Cane. For Hamburg, 22 packages Nail.

## OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul ..... \$600  
 (Allowance, Tels 80).  
 NEW PATNA, (without choice) per chest ..... \$517 1/2  
 NEW PATNA, (first choice) per chest ..... \$520  
 NEW PATNA, (bottom) per chest ..... \$527 1/2  
 NEW PATNA, (second choice) per chest ..... \$575  
 NEW BENGAL, (without choice) per chest ..... \$502 1/2  
 NEW BENGAL, (bottom) per chest ..... \$510  
 NEW BENGAL, (best quality) per picul ..... \$550  
 OLD PERSIAN, (best quality) per picul ..... \$500  
 OLD PERSIAN, (second quality) per picul ..... \$475

## MAILS EXPECTED.

## THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Irakoudy*, with the French mail of 12th ultimo, left Singapore on the 7th instant at 5:30 a.m., and may be expected here on or about the 13th.

## THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mail, &c., from San Francisco to the 20th ult., left Yokohama on the 7th instant, and may be expected here on or about the 13th.

## THE INDIAN MAIL.

The steamer *Tajan*, from Calcutta, left Singapore on the 3rd instant, and is due here on the 9th.

## THE CANADIAN MAIL.

The Canadian Pacific steamer *Allysinia*, with the Canadian mails, left Vancouver on Friday afternoon, the 26th ultimo, for Japan and Hongkong.

The Canadian Pacific steamer *Port Fairy*, with the Canadian mails of the 16th ultimo, left Yokohama on the 1st instant, and is due here on the 9th.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Diomed*, from Liverpool, left Singapore on the 1st instant, and is due here on the 7th.

The P. & O. S. N. Co.'s extra steamer *Nisam*, from Bombay, left Singapore on the 5th instant, and is due here on the 11th.

The P. & O. S. N. Co.'s extra steamer *Shanghai*, from London, left Singapore on the 5th instant at 6 p.m., and is expected here on the 11th.

The Ocean Steamship Co.'s steamer *Bellerophon*, from Liverpool, left Singapore on the 6th instant, and is due here on the 12th.

## Shipping.

## ARRIVALS.

FUSHIKI MARU, Japanese steamer, 1,119, P. J. C. Franck, 6th August—Kutchinotzu and August, Coal—Mitsui Bussan Kaisha.  
 ACTIVA, German steamer, 389, Wulff, 6th August—Jollis, 2nd August, Ballast—Wielers & Co.  
 GOALPAPA, British steamer, 1,355, E. C. Russell, 7th August—Java, and Singapore 31st July, General—Jardine, Matheson & Co.  
 VERONA, British steamer, 1,876, Speck, 7th August—Yokohama and Nagasaki, Mails and General—P. & O. S. N. Co.  
 NAMOA, British steamer, 863, F. D. Goddard, 7th August—Fochow 4th August, Amoy 5th, and Swatow 6th, General—D. La. praik & Co.  
 KWANGLOO, Chinese steamer, 1,508, Lancaster, 7th August—Whampoa 7th August, General—C. M. S. N. Co.  
 CHINA, German steamer, 1,093, P. Hays, 7th August—Jollis 3rd August, Ballast, Chinese.  
 FEILUNG, British steamer, 934, Jas. Price, 7th August—Swatow 6th August, General—Jardine, Matheson & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

*Falkenberg*, German steamer, for Saigon.  
*Pekin*, German steamer, for Shanghai.  
*Hassia*, German steamer, for Shanghai.  
*Doris*, German steamer, for Hoihow, &c.  
*Don Juan*, Spanish steamer, for Amoy.  
*Kutang*, British steamer, for Swatow.  
*Danlarie*, British steamer, for Kobe.  
*Glengale*, British steamer, for Shanghai.  
*Independent*, German steamer, for Saigon.

## DEPARTURES.

August 6, *Fortuna*, Siamese bark, for Shanghai.  
 August 7, *Yokohama*, German bark, for Hoihow.  
 August 7, *Yokohama*, British str., for Manila.  
 August 7, *Don Juan*, Spanish str., for Amoy, &c.  
 August 7, *Kutang*, British str., for Swatow, &c.  
 August 7, *Benlarie*, British str., for Kobe, &c.  
 August 7, *Peking*, German str., for Shanghai.  
 August 7, *Independent*, German str., for Saigon.  
 August 7, *Daymar*, Danish bark, for Fochow.  
 August 7, *Alwine*, German str., for Hoihow.  
 August 7, *Westmeath*, British steamer, for Yokohama.

## PASSENGERS—ARRIVED.

Per *Goatpara*, str., from Java, &c.—11 Chinese for Hongkong. For Amoy—3 Chinese.  
 Per *Verona*, str., from Yokohama for Hongkong—Mr. and Mrs. Cox, Mr. and Mrs. Mitchell, Mrs. Travers, Mrs. C. Atcock, Miss Hopkins, Dr. Jordan, Messrs. F. Mansfield, F. Barbour, F. Stewart, Dade, Pow Wing, and 2 Chinese. From Kobe—Messrs. T. Sadler, N. Ley, Langdon, Kue Loong, S. Matsui, S. Yera, and 1 Chinese. From Yokohama for Singapore—Messrs. Higginbotham, Percy Smith, and 2 Chinese.  
 Per *Namoa*, str., from Fochow, Amoy, &c.—Captain Farrow, Messrs. Greig, Davis, Griffiths, and 240 Chinese.  
 Per *Feilung*, str., from Swatow—49 Chinese.

The British steamship *Goatpara* reports that she left Java, and Singapore on the 31st ultimo. Had fine weather and smooth sea.

The British steamship *Feilung* reports that she left Swatow on the 6th instant at 6:15 p.m. Had light east-north-east wind and fine weather throughout the passage; arrived here at 1 p.m. on the 7th.

The Japanese steamship *Fushiki Maru* reports that she left Kutchinotzu on the 2nd instant at 5 a.m. Had moderate to light south-east wind and clear weather with heavy south-east and southerly swell to Turnabout, which was rounded on the 5th at 3 a.m.; from there to port had light variable wind and occasionally rain showers; arrived here on the 6th at 6 a.m.  
 The British steamship *Namoa* reports that she left Fochow on the 4th instant. Experienced moderate north-east winds and fine weather to Amoy. Left Amoy on the 5th, and Swatow on the 6th. From Amoy to Swatow had light north-east winds and fine weather. From Swatow to port had light variable winds and fine weather. The steamship *Tartar* left Fochow at noon on the 4th for Australia. In Fochow, the steamships *Taiyuan*, *Packiff*, and *Alwine* Syd. In Amoy, the steamships *Permona*, *Namkew*, *Chiyun*, *Duburg*, *Glucksmberg*, and Chinese revenue cruiser *Ling-feng*. In Swatow, the steamships *Failling*, *Wanchow*, and *Fidelle*.

## Post Office.

## A MAIL WILL CLOSE.

For Straits and Dombay.—Per *Blagnac*, to-morrow, the 8th instant, at 11:30 a.m.  
 For Shanghai.—Per *Glengale*, to-morrow, the 8th instant, at 11:30 a.m.  
 For Straits Settlements.—Per *Vanilla*, to-morrow, the 8th instant, at 11:30 a.m.  
 For Shanghai.—Per *Wongklee*, to-morrow, the 8th instant, at 3:30 p.m.  
 For Straits and London.—Per *Manila*, to-morrow, the 8th instant, at 4:30 p.m.  
 For Amoy and Manila.—Per *Zafra*, to-morrow, the 8th instant, at 4:30 p.m.  
 For Haiphong.—Per *Marie*, to-morrow, the 8th instant, at 5:00 p.m.  
 For Swatow, Amoy, & Fochow.—Per *Namoa*, on Friday, the 9th instant, at 9:30 a.m.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Pruessner	Bremen	August 7th	Melchers & Co.
Diomed	Liverpool	August 7th	Butterfield & Swire.
Port Fairy	Vancouver	August 9th	Adamson, Bell & Co.
Nisam	Bombay	August 10th	D. Sassoon, Sons & Co.
Shanghai	London	August 11th	P. & O. S. N. Co.
Bellerophon	Liverpool	August 11th	Butterfield & Swire.
Gaelic	San Francisco	August 13th	O. & O. S. S. Co.
Irakoudy	Marseilles	August 14th	Messageries Maritimes.
Abyssinia	Vancouver	August 24th	Adamson, Bell & Co.

## SHIPPING IN HONGKONG.

ACTIV, Danish steamer, 355, Revabek, 4th August—Pakhoi 30th July, and Hoihow 3rd August, General—Arnhold, Karberg & Co.  
 ASHINGTON, German steamer, 800, Zindel, 5th August—Jollis 31st July, Ballast—Siemssen & Co.  
 BISAGNO, Italian steamer, 1,499, W. Federer, 31st July—Bombay 11th July, and Singapore 25th, General—Melchers & Co.  
 CITY OF RIO DE JANEIRO, American steamer, Wm. Ward, 2nd August—San Francisco 8th July, and Yokohama 27th, Mails and General—P. M. S. S. Co.  
 DORIS, German steamer, 771, F. Bossen, 3rd August—Tauron 30th July, and Hoihow 2nd August, General—Wielers & Co.  
 FALKENBERG, German steamer, 988, T. Barck, 30th July—Saigon 26th July, Rice and General—Melchers & Co.  
 FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.  
 GENERAL WERDER, German steamer, 1,820, M. Eichel, 31st July—Yokohama 21st July, Kobe 16th, and Nagasaki 27th, Mails and General—Melchers & Co.  
 GHAAZE, British steamer, 1,764, A. Scotland, 6th August—Kobe 2nd August, Coals and General—Gibb, Livingston & Co.  
 GLENMAGLES, British steamer, 1,834, Park, 6th August—London 25th June, and Singapore 10th July, General—Jardine, Matheson & Co.  
 HAIPHONG, British steamer, 1,122, Harris, 2nd August—Fochow 30th July, Amoy 31st, and Swatow 1st August, General—D. La. praik & Co.  
 HASSIA, German steamer, 1,225, O. Plasse, 29th July—Cardiff 12th June, Coals—Melchers & Co.  
 MARIE, German steamer, 704, C. W. Hunders, 5th August—Haiphong 3rd August, Rice—A. R. Marty.  
 MENLAUS, British steamer, 1,763, R. Nelson, 4th August—Nagasaki 30th July, General—Butterfield & Swire.  
 MENNON, British steamer, 990, Dorff, 6th August—Sandakan 2nd August, General—Captain.  
 MENMUIR, British steamer, 1,268, P. Helms, 5th August—Sydney, and Queensland Ports 12th July, Coals and Beche-de-mer—Russell & Co.  
 MILLFIELD OF WHITBY, British steamer, 1,409, Chas. Kirby, 6th August—Cardiff 1st June, Coal—Borneo Co.  
 MONSOON, British steam-yacht, 118, W. Jund, 28th July—Southampton 18th April, Ballast—Captain.  
 ORION, Austro-Hungarian steamer, 1,833, B. Vidos, 4th August—Tientsin 10th June, and Singapore 29th July, General—D. Sassoon, Sons & Co.  
 PAKSHAN, British steamer, 835, E. F. Stovel, 5th August—Bangkok 30th July, General—Hop Ling Hong.  
 PILOT Fish, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.  
 TIVERTON, British steamer, 1,741, R. White, head, 15th June—put back—Adamson, Bell & Co.  
 VENETIA, British steamer, 1,551, R. W. B. Haselwood, 3rd August—Nagasaki 30th July, General—P. & O. S. N. Co.  
 ZAFIRO, British steamer, 675, A. McCaslin, 6th August—Manila 3rd August, General—Russell & Co.

## SAILING VESSELS.

ACFON, American ship, 1,414, John H. Frost, 25th May—New York 28th Dec, Kerosene Oil—Reuter, Brockelmann & Co.  
 ALEXANDER YATES, British ship, 1,298, J. W. Dunham, 2nd June—New York 4th Dec, Petroleum—Order.  
 AMPHITRITE, German ship, 1,814, A. Bower, 14th July—Cardiff 6th March, Coal—Order.  
 AUSTRALIA, British bark, 999, Wm. Harris, 11th June—Manila 31st May, Ballast—Melchers & Co.  
 CHARGER, American ship, 1,379, D. S. Goodell, 28th June—San Diego, Cal., 18th April, Ballast—Russell & Co.  
 COMET, German ship, 1,663, R. Krippner, 21st July—Cardiff 15th March, Coals—Melchers & Co.  
 CONQUEROR, American ship, 1,540, A. D. Lothrop, 29th June—Anjer 1st June, Ballast—Reuter, Brockelmann & Co.  
 CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June—New York 26th Dec, Kerosene Oil—Reuter, Brockelmann & Co.  
 ENKORING, Chinese bark, 457, Opium Examination bulk, Stonocutt's Island—Chinese Customs.  
 GUSTAV OSCAR, German bark, 1,352, M. Lee-mann, 4th July—Cardiff 25th Dec, Coal—Melchers & Co.  
 HAYDON BROWN, British bark, 821, C. H. Haydon, 1st July—Jollis 12th July, Ballast and Spanwood—Captain.  
 HEDVIG, British bark, 376, N. S. Soderman, 3rd August—Tientsin 6th July, Bones—Butterfield & Swire.  
 IRENE, American brig, 467, James W. Yates, 11th July—Newcastle, N.S.W., 10th May, Coal—Geo. R. Stevens & Co.  
 ITON, French bark, 564, F. Reynier, 7th June—Honolulu 20th April, General—Melchers & Co.  
 JOSEPHINE, American ship, 1,470, T. M. Rogers, 13th June—Newcastle, N.S.W., 16th April, Coal—Butterfield & Swire.  
 MADEIRA, British ship, 1,298, C. E. Dasha, 2nd June—Cardiff 6th December, Coal—Melchers & Co.  
 MARTHA DAVIS, American bark, 832, Pendleton, 13th June—Tientsin 28th April, Ballast—Russell & Co.  
 NARWHAL, British ship, 1,327, Weston, 4th June—Kobe 12th May, Coal—Adamson, Bell & Co.  
 OMEGA, British bark, 480, Brown, 2nd August—Yokohama 4th June, Ballast—Order.  
 OSCAR MOOVER, German bark, 350, C. Boyen, 3rd August—Keelung 15th July, Coal—Chinese.  
 RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 7th June—Newcastle 17th April, Coal—Wielers & Co.  
 SEA WITCH, American ship, 1,289, Chas. H. Tabbot, Newcastle, N.S.W., May 21st, Coal—Captain.  
 SORLEIGH, Spanish schooner, 526, C. Sobrillo, 14th July—Alfonso 28th March, General—Reuter, Brockelmann & Co.  
 VIOLANT, American ship, 1,732, Wm. H. Gould, 1st July—Amoy 30th June, Kerosene Oil—Russell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSLS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Thames	P. & O. S. N. Co.	Aug. 10th, at noon.
London, via Suez Canal	Menelaus	Butterfield & Swire	To-morrow, at 5 p.m.
Marseilles, via Saigon, &c.	Prometheus	Butterfield & Swire	Aug. 10th, at noon.
Bremen, via Ports of Call.	Yangtze	Messageries Maritimes.	Aug. 15th, at noon.
Tientsin, via Straits, &c.	Preussen	Melchers & Co.	Aug. 28th, at 4 p.m.
New York, via Suez Canal	Olinda	Carlows & Co.	To-morrow, at noon.
San Francisco, via Ythana	City of Rio de Janeiro	Austro-Hung. Lloyd's Co.	Aug. 10th, at noon.
San Francisco, via Ythana	San Francisco	Pacific Mail S. S. Co.	About Aug. 15th.
Vancouver, B.C., via K. &c.	Gaelic	O. & O. S. S. Co.	Aug. 13th, at 1 p.m.
Sydney, Melbourne, &c.	Port Fairy	Adamson, Bell & Co.	Aug. 26th, at 1 p.m.
Sandakan, Kudat, &c.	Gharze	Gibb, Livingston & Co.	Aug. 15th, at noon.
Yokohama, via Nag., &c.	Memnon	Butterfield & Swire	Aug. 13th, at 4 p.m.
Kobe and Yokohama	Verona	P. & O. S. N. Co.	Aug. 16th, daylight.
Nagasaki	Benlarig	Melchers & Co.	About Aug. 8th.
Singapore	Propontis	Gibb, Livingston & Co.	About August 7th.
Tientsin	Sunetta	Mitsui Bussan Kaisha.	About August 13th.
Shanghai	Sungking	Butterfield & Swire	To-morrow, at noon.
Shanghai, via Amoy	Preussen	Melchers & Co.	Aug. 18th.
Shanghai, via Amoy	Diomed	Butterfield & Swire	Quick despatch.
Manila, via Amoy	Bellerophon	Butterfield & Swire	Aug. 9th.
Haiphong	Zafiro	Russell & Co.	Aug. 14th.
Swatow	Marie	A. R. Marty	To-morrow, at 5 p.m.
Coast Ports	Pakshan	Hop Ling Hong	Aug. 9th, daylight.
	Namoa	Douglas Laiprak & Co.	To-morrow, at 8 a.m.

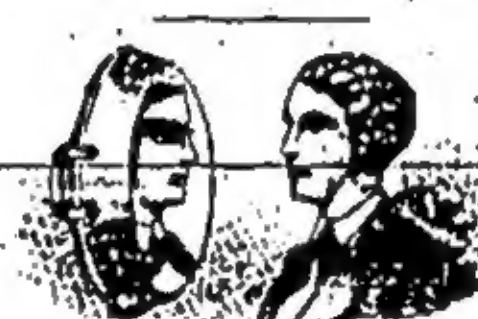
## Intimations.

## INTIMATION.

**F. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS  
 No. 11, Praya Central,  
 (Opposite Fiddler's Wharf).

## S. RAHTEN'S GENUINE COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS  
 CARBOLINEUM AVENARIUS  
 PRESERVATIVE AGAINST  
 ROTTING, DECAY, &c., OF WOOD.



**SAPOLIO.**  
 ENOCH MORGAN'S SON'S  
**SAPOLIO**  
 FOR GENERAL CLEANING PURPOSES.  
 CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT ON M.  
 CONSERVED MEATS,  
 VEGETABLES AND FRUIT.  
 CEMENT from the celebrated Factory of Hem-moor.  
 SWEDISH TAR and OREGON PINE LUMBER.

FLensburg STOCKBEER,  
 ENGINEERS' AND BLACKSMITHS'  
 MACHINERY AND TOOLS.  
 EVERY KIND OF  
 SHIP'S STORES AND REQUISITES.  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.

ALL KINDS OF  
**COALS**  
 SUPPLIED AT THE SHORTEST NOTICE  
 Hongkong, 26 June 1889.

**NOTICE.**  
 JEY'S SANITARY COMPOUNDS  
 COMPANY, LIMITED.  
 JEY'S WOOD PRESERVER OR  
 ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special Terms for Shipping and large Orders.  
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says  
 "It is the best Disinfectant in use."  
 W. G. HUMPHREYS & Co., Bank Buildings.  
 Hongkong, 19th June 1888.

**NOTICE.**  
 HONGKONG & WHAMPOA  
 DOCK COMPANY,  
 LIMITED.

SHIPMASTERS AND ENGINEERS  
 are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.  
 In the event of complaints being found necessary, communication with the Undersigned is required, when immediate steps will be taken to rectify the cause of dissatisfaction.  
 D. GILLIES, Secretary.

**HONGKONG TIMBER YARD, WANCHAI.**  
 OREGON PINE SPARS and LUMBER  
 Always on Hand.  
 L. MALLORY.  
 Hongkong, 24th June 1889.

## Intimations.

## PEAK HOTEL AND TRADING COMPANY, LIMITED.

APPLICATIONS are invited for the POST or SECRETARY to the above Company. Apply by LETTER to the Office of the Company, Hongkong, 2nd August, 1889. [579]

## NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 34, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.  
 Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.  
 Hongkong, 14th March, 1889. [318]

## HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

COMMENCING from TO-DAY (SATURDAY), the TRAMWAYS will RESUME RUNNING in accordance with the advertised time table.  
 MACEWEN, FRICKEL & Co., General Managers.  
 Hongkong, 26th July 1889. [519]

## HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.  
**WEEK DAYS.**  
 8 to 10 A.M. every quarter of an hour.  
 12 to 2 P.M. every half hour.  
 4 to 8 P.M. every quarter of an hour.  
**THURSDAYS.**  
 10.40 A.M.; 12 to 2.30 P.M. every quarter of an hour.  
 4 to 8 P.M. every quarter of an hour.

## SUNDAYS.

4 to 8 P.M. every quarter of an hour.  
 9.10, 10.30, 11 P.M.  
 Special Cars may be obtained on application to the Superintendent.  
 Single Tickets are sold in the Cars Five-Cent